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It is obvious from the foregoing that this writer has seen the necessity of limiting the quantity of paper money, and he believes that he has automatically solved that problem by first basing his currency on service performed, and then giving those who serve an unrestricted opportunity to work for the government or in private employment, whichever offers the more favorable opportunity. The retirement or contraction of any surplus is effected through acceptance of the certificates by the government in lieu of service.

The results of this system of natural money will be the peaceful solution of practically all the problems of our time. Once insure constant employment to all workers at a natural wage and the solution of our problems follows as a matter of course.

The book is very well written and in the closing chapters is highly entertaining. The pictures of peaceful and happy homes, of love and harmony among men, and of the remarriage of *Capitulus* and *Labora* are beautifully drawn.

To go into a detailed criticism of the scheme is unnecessary. For practical purposes it breaks down because it provides no money that would be acceptable in foreign trade. There is no guaranty that an increase in prices and the resulting stimulus to business would not prove so (apparently) beneficial for a time as to lead the government to double its rate of pay for service rendered. And finally, there is no assurance whatever that this surplus would be reduced. Government service would decline, it may be, but the currency once issued would not thus be reduced. It had been necessary to abolish a definite required service on the part of every citizen in order to make the system automatic and natural. This renders an effective check on inflation impossible. Finally, the author has not attempted to show how the system could be introduced and brought to supersede the present complicated monetary system.

H. G. MOULTON

UNIVERSITY OF CHICAGO

Atlas of Railway Traffic Maps. By WILLIAM ARTHUR SHELTON.
Chicago: LaSalle Extension University, 1913. 21 maps.
\$3.00.

Our present railway rate structure, a product in part of geographic influences and in part of past economic conditions, presents varying characteristics as we pass from one rate territory to another. An intelligent study of this complex is aided greatly by reliable maps.

In response to this need, Mr. William A. Shelton of LaSalle Extension University has prepared an *Atlas of Railway Traffic Maps*. This book is one of a series of works on Interstate Commerce and Railway Traffic published under the auspices of LaSalle Extension University and is used in connection with railway courses taught in that institution. It comprises in all twenty-one maps, five of which trace the boundaries of the classification, freight association, and tariff committee territories, ten portray the rate structure within the respective territories, one shows the parcel-post zones, while those remaining deal for the most part with the routes of the leading trunk lines. Special emphasis is placed upon the New York percentage system, transcontinental rates, east-bound rates on grain and grain products, and the basing-point system in the South. Some of the maps are designed for individual use, others must be correlated.

The preparation of this series of maps is perhaps the first serious attempt that has been made in this country to portray graphically the rate structure in its various aspects. These maps doubtless represent much tedious effort expended in the careful collection and systematization of data necessary to their construction. They are as a rule quite clear and easily interpreted. Maps 9 and 10, illustrating the grouping of rates in the Trunk Line and New England territories for east-bound and west-bound rates, respectively, do not seem to exhibit the clearness which is characteristic of the others, but it is quite possible that they would be much more intelligible if examined in connection with the volume on *Freight Rates in Official Classification Territory*, published by the same institution, which work they are apparently designed to supplement. And, conceding the fact that they may be improved and elaborated in many ways from time to time, they indeed constitute a work of much merit and will serve a useful purpose in the hands of students of transportation.

B. WALTER KING

WEST VIRGINIA UNIVERSITY

The Juvenile Court and the Community. By THOMAS D. ELIOT. New York: Macmillan, 1914. 8vo, pp. xv+234. \$1.25 net.

The question as to the efficiency of the Juvenile Court has been widely discussed, and there are many who feel that its methods and policies are much at fault. Mr. Eliot comes forward, however, with the radical view that any failure of the Juvenile Court is attributable to the nature of the institution rather than to its administration. The whole matter is to him a problem in